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# MOTORING IN MONTANA



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# GREETING

This little pamphlet, issued by the State Department of Agriculture and Publicity, is designed as a sort of primary guide book for the motorist who desires to see something of Montana. In a publication of this size it has of course, been impossible to include a large amount of descriptive matter. It is hoped, however, that the maps and brief descriptions herein given of the five principal routes of cross-state travel will be found of interest and practical value. This department will be glad to furnish additional information regarding Montana to all who apply.

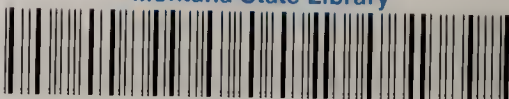
Acknowledgment is made to Mr. George R. Metlen, engineer of the State Highway Commission, for the maps and tables of distances given herein.

CHAS. D. GREENFIELD,  
Commissioner of Agriculture  
and Publicity

INDEPENDENT PUBLISHING CO.  
HELENA, MONTANA



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## THE MOTORIST'S PARADISE.

If the motorist is doubtful, let him harbor  
no anxiety,  
For the journey through Montana is of infinite variety;  
He should straightway dispossess him of each  
atom of dubiety,  
Only sure that he's conforming to the dictates  
of propriety.

He may journey to the hilltops,  
He may travel o'er the plains;  
He may see the herds of cattle,  
Skirt the fields of waving grains;  
Look upon the peaceful Red Man,  
See the cowboy in his prime,  
Gaze on sentinels of grandeur  
Watching here since dawn of Time;  
He may drive through dells of beauty  
Such as favored mortals know,  
He may cool his faithful engine  
With the pure eternal snow;  
He may drift by burbling brooklets,  
Pause to gaze at mighty Falls,  
Feed his soul in gorgeous canyons  
Where the picture never palls;  
He may linger long and angle  
Where the trout and grayling play,  
Make his campfire by the wayside  
When the night succeeds the day;  
Ah, the wondrous panorama  
Holds the heart in grip of steel,  
'Tis a document eternal,  
Signed and set with Nature's seal.

Let the tourist not be doubtful, let him  
harbor no anxiety,  
For the journey through Montana is of infinite variety.

—Will Aiken.

Helena, Montana.



## ON THE "GREAT WHITE WAY."

There are few more interesting or more picturesque drives in the vicinity of the state capital, than that shown below. Locally it is known as Priest's Pass, 15 miles west of Helena.

Near the point shown, a number of years ago, Ike Gravelle, who had attempted to dynamite bridges on two of the transcontinental railroads running through Montana, was captured. Dan Boyle, at present chairman of the state railroad commission, then superintendent of the Rocky Mountain division of the Northern Pacific, was assigned to the job of capturing the desperado who rode a small horse with a peculiarly shaped foot. His trail was picked up near Blossburg and followed by Frank Latta, Jim McKeown and Oscar Reynolds, who caught him. While on trial, Gravelle escaped, after killing his jailer. Closely pursued, he took refuge in the areaway of a house and shot himself.





# MOTORING IN ❁ ❁ ❁ ❁ MONTANA

Montana, with its two great national parks, with its wealth of mountain scenery, with its unsurpassed hunting and fishing grounds, and its superb system of highways, offers to the motor tourist an opportunity to "see America first" with all the comforts and opportunities for pleasure which can well be imagined.

Montana takes particular pride in its roads. In their construction and maintenance it has intelligently developed a plan which is giving to the state a system of permanent highways second to none in the northwest. In a mountainous country, like much of Montana, road-building is a serious task, but once the roads are constructed the very elements which make their building difficult serve likewise toward their attractiveness and to their permanency.

Montana has been aptly termed the "vacation land of the continent." Here a vacation can be arranged to suit any taste and any purse. Camping parties can spend months in the mountains and on the lakes at a cost

which is infinitesimal, securing with rod and gun the choicest of food stuffs. For those who would retain the luxuries of civilization while upon their outings, luxurious modern hotels offer every comfort and convenience, together with a welcome which makes the stranger feel at home.

The lakes and mountains and forests of Montana would of themselves put this state at the head of the list of recreation places, but this is by no means all that Montana has to offer to the tourist. It is in fact to the two greatest and largest national parks that Montana owes its best known summer attractions. The two great national playgrounds—Yellowstone and Glacier National Parks—are primarily Montana institutions. Long before the nation was awakened to the importance of reserving these great regions of scenic beauty and natural wonder for the use and enjoyment of all the people, these parks were vacation and sight-seeing places for Montanans. Glacier National Park, containing more than 1,500 square miles of majestic mountain peaks, lakes, glaciers and turbulent mountain streams, is wholly in Montana and is reached only from Montana points, while the Yellowstone National Park, the oldest and best known of all the national reservations, and the location of more natural phenomena than are grouped at any one spot in the world, lies partially in and is reached through this state. The official entrance to this park, an imposing rock arch, dedicated by President Roosevelt, is at Gardiner, Montana, five miles from Mammoth Hot Springs,

the administrative headquarters of the great reserve, which contains more than 3,300 square miles.

Secretary of the Interior Franklin K. Lane has aptly said:

“The United States contains Switzerland, the Riviera, the fjords of Norway and the Egyptian desert. This is a flamboyant way of saying a simple fact that there is nothing of natural grandeur or beauty which our people across the water enjoy, which has not its rival or superior within this country. And in addition our land is rich in canyons, forests and natural wonders, the like of which the Old World does not present. To see the Yellowstone, with its golden canyon and its strange spouting geysers; the emerald lakes of Glacier, gathered in the laps of massive mountains of brilliant red—to see these is to know ‘Nature in her supremest moments.’”

The Yellowstone park, which annually attracts more than 50,000 visitors from all parts of the earth, has unrivalled claim to the title of the Wonderland of the World. It is the home of the unique and the unusual in nature, and visitors never cease to marvel at the marvelous spectacles it offers. Its thousands of highly mineralized springs, constantly building and rebuilding crystal-like formations; its weird spectral rocks and subterranean caverns; its hundred of spouting geysers, each sending forth on its own schedule its charge of boiling water, sometimes playing for hundreds of feet in the air, and then dropping back into the form of a clear pool which gives



no indication of the mighty forces working beneath its surface; its beautiful Lake Yellowstone, a magnificent body of clear blue water resting 7,000 feet above the level of the sea; and then the falls and grand canyon of the Yellowstone, a mighty river dropping over a precipice 360 feet into a chasm the wonderful coloring of which has baffled every artist who has sought to transfer its marvelous tints to canvas—these are the attractions of the Yellowstone National Park, and in viewing them one never grows tired, no matter how nearly unlimited may be the time at his disposal.

Glacier National Park takes its name from the fact that within its borders are upwards of 60 living glaciers, of which the Blackfeet glacier, covering an area of almost five square miles, is the largest. There are within the park more than 250 mountain lakes of pristine beauty, hundreds of wild mountain streams and almost countless beautiful waterfalls. There are snow-covered mountain peaks of extreme ruggedness, ranging from 8,000 to 10,000 feet in height, a number of which have never been climbed by white men.

These regions of scenic beauty and scientific wonder are awaiting the tourist, the explorer, the fisherman, the artist, the scientist and the mountain climber. So well has Montana and the federal government played their parts as hosts to the people who love the great outdoors that today your motor is the only transportation needed to enable you to view these wonders.



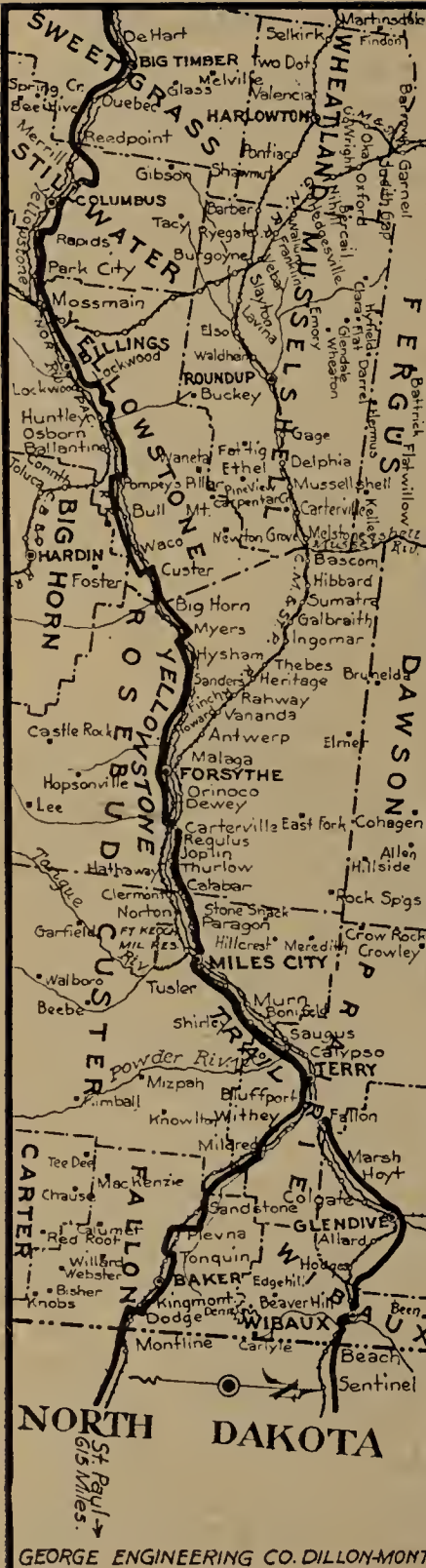
## **SPEED REGULATIONS IN MONTANA.**

Under the state law there is no fixed speed rate per mile, the requirement being that chauffeurs drive in a careful and prudent manner, so as not to endanger the life, limb, property or other rights of any other person. Cities and towns have the right to regulate speed and traffic upon the streets. In a majority of the cities the rate is not to exceed 12 miles an hour. Traffic must everywhere and at all times keep to the right. Moving in the same direction the vehicle passing must turn to the left, and the one being passed to the right. No motor vehicle is allowed to pass a street car which has stopped to receive or discharge passengers at a less distance than eight feet, nor at a speed greater than six miles an hour.

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## **ACCESSORIES REQUIRED.**

The state motor law requires that every motor vehicle operated on the public highways shall be provided with two sets of independently operated brakes in good working order, either one of which must be sufficient to stop the drive wheels of the car and prevent them from turning while the car is in motion. A horn or other device for signaling must also be a part of the equipment. Between one hour after sunset and one hour before sunrise every motor vehicle of the three or four wheeled type must display two lights in front, one on each side, and one light in the rear. Motor vehicles of the two wheeled type must display one white light in front and one light in the rear, the rear lights in both classes of vehicles must display red rays visible to the rear and throw white light upon the number plate carried on the rear, so that the number may be visible at a distance of 100 feet. The light of the front lamps shall be visible at least 200 feet in the direction in which the vehicle is proceeding.



GEORGE ENGINEERING CO. DILLON-MONT.

# THE YELLOWSTONE TRAIL.

## (The Yellow Trail)

### TABLE OF DISTANCES.

	Miles
St. Paul to State Line (Beach).....	613
Beach to Glendive .....	51
Glendive to Terry .....	43
Terry to Miles City .....	43
Miles City to Forsyth .....	55
Forsyth to Billings .....	110
Billings to Columbus .....	65
Columbus to Big Timber .....	49
Big Timber to Livingston .....	36
Livingston to Mammoth Hot Springs .....	59
Livingston to Bozeman .....	25
Bozeman to Three Forks .....	34
Three Forks to Townsend .....	41
Townsend to Helena .....	33
Helena to Garrison .....	52
Three Forks to Butte .....	68
Butte to Anaconda .....	26
Anaconda to Deer Lodge .....	27
Deer Lodge to Garrison .....	11
Garrison to Missoula .....	83
Missoula to Superior .....	56
Superior to Spokane (via Wallace) .....	178
Missoula to Thompson Falls .....	110
Thompson Falls to Spokane (via Sandpoint).....	160

A transcontinental tourist, writing of the advantages of the Yellowstone trail over the more southerly routes for cross-country travel, has appropriately called attention to the fact that along the former the autoist need never worry about carrying water with him. The route follows continually along clear mountain streams and has a good, hard roadbed practically the entire distance throughout the state. Supply stations, where gasoline, oil and repair parts can be readily secured, are to be found at convenient distances.

The Yellowstone trail enters Montana at Beach, which is on the Montana-North Dakota line, and runs through Wibaux to Glendive, where a long bridge crosses the Yellowstone river. From Glendive the route follows the swiftly-flowing Yellowstone all the way to Gardiner, a distance of more than four hundred miles, passing through Terry, Miles City, Forsyth, Billings, Columbus,



Big Timber and Livingston, all important and rapidly growing cities in the heart of an extensive farming region. At Miles City is located the United States army remount station, the largest primary horse market in the world. Here is also located the state industrial school. Between Forsyth and Billings the tourist passes near the Custer battlefield, where General Custer and the Seventh Cavalry were massacred by the hostile Sioux.

Just before reaching Billings the route traverses the Huntley reclamation project, the most successful and prosperous of all the federal irrigation districts. Billings, the metropolis of eastern Montana, is a progressive and rapidly growing city of about 18,000 population which offers many points of interest to the tourist. Here is located the large factory of the Great Western Sugar company.

From Livingston, the detour to the Yellowstone National Park, via Gardiner, the northern entrance, is made, the road following up the Yellowstone river a distance of 59 miles to Mammoth Hot Springs, the administrative headquarters of the park.

After returning to the Yellowstone trail from the park, the tourist crosses the Gallatin range into the Gallatin Valley, passing through Bozeman and Three Forks. From Three Forks a choice of two routes is open, one running through Helena and the other through Butte. The Helena route crosses a low divide into Radersburg, follows down the Crow Creek Valley through Toston, down the Missouri to Townsend and over a low divide into Helena, the state capital, about which are to be found many points of interest.

Westward from Helena the route crosses the main divide of the Rocky mountains over the famous Priest's pass, and follows down a swiftly flowing trout stream to Garrison, where the Butte route is again joined.



From Three Forks to Butte, the tourist follows up the Jefferson river to Whitehall, from where the main range of the Rocky Mountains is climbed by an easy grade. From Butte, "the greatest mining camp on earth" a magnificent boulevard runs to Anaconda, where is located the Washoe smelter, the largest reduction works in the world. From Anaconda the route runs down the Clark's Fork of the Columbia, known locally as the Deer Lodge river, through Deer Lodge, where is located the state penitentiary, to Garrison.

From Garrison, the route follows down the Clark's Fork of the Columbia, past Gold Creek, doubly important in a historic sense by reason of the fact that here was first discovered gold in Montana and here also was driven the golden spike which marked the completion of the Northern Pacific railway across the continent. En route to Missoula, the tourist passes through Bonner, where are located extensive saw mills.

From Missoula, "the garden city of Montana" and the seat of the state university, the traveler again has the choice of three routes.

One continues down the Clark's Fork of the Columbia, through Superior, the county seat of Mineral county, and across the Bitterroot range into Wallace, Idaho, the heart of the great lead-silver mining district and on to Spokane.

The other diverges northward, and following down the Flathead river along the southern boundary of the Flathead reservation, runs through Thompson Falls, where is located a great hydro-electric plant, continuing along the shores of Lake Pend d'Oreille, through Sand Point and on to Spokane.



# GLACIER PARK AND ST. PAUL HIGHWAY.

## (The Red Trail)

### TABLE OF DISTANCES.

	Miles
St. Paul to Montana State Line .....	619
State Line to Poplar .....	67
Poplar to Glasgow .....	75
Glasgow to Lake Bowdoin .....	54
Lake Bowdoin to Chinook .....	80
Chinook to Havre .....	21
Havre to Shelby .....	105
Havre to Great Falls .....	125
Great Falls to Shelby .....	120
Shelby to Glacier Park .....	78
Glacier Park to Belton (Must Ship Car).....	58
Belton to Kalispell .....	29
Kalispell to Libby .....	97
Libby to Troy .....	19
Troy to Spokane .....	141

The Glacier Park and St. Paul highway is the most northerly and one of the most scenic of the transcontinental routes. From the Twin Cities to Puget Sound it runs but a few miles south of the Canadian border, and, especially that part through Montana, traverses a region of extraordinary natural beauty.

The route enters Montana along the line of the Great Northern at Mondak, just above the confluence of the Yellowstone and Missouri rivers, and follows along the northern shore of the Missouri for many miles, skirting the southern border of the Fort Peck reservation.

Here may be seen excellent illustrations of the transformation of the Indian from a wild rover of the plains into an industrious farmer. The Sioux, once the most warlike of all the northwestern tribes, has become tamed on this reservation and has adopted the ways of the white man, with the result that many of them have accumulated no little wealth in lands and livestock. At Poplar is held every year an Indian agricultural fair, said to be the best of its kind in the United States.



From Poplar the route runs to Glasgow, a thriving city in a great grain growing region, in a country which was once famous as the center of a great livestock industry. Between Glasgow and Chinook is Lake Bowdoin, one of the most popular duck-shooting waters in the entire state. From Chinook to Havre one passes through the great natural gas region, centering about Havre, which is lighted and heated by gas from the many wells in this vicinity.

The road from Haver westward runs through a great grain growing region, in which thousands of homesteaders have settled within the last few years and have transformed the country from a cattle and sheep range into one of the most productive farming sections of the west.

An interesting side trip from Havre to Great Falls can be made, this route taking one through Fort Benton, important historically as the head of navigation on the Missouri. When all Montana was supplied by the steamboat lines plying up the river, Fort Benton was the transfer point from the steamers to the big freighting lines, which carried goods to all points of the state.

The route passes through Shelby, on west through Cutbank and Browning, the latter being the administrative headquarters of the Blackfeet Indian Reservation. West of Browning a few miles is Glacier Park station, from which excellent auto roads have been constructed to points far in the interior of the park.

From Glacier Park it is necessary to ship automobiles to Belton, no auto road having as yet been completed the entire distance through the park.

From Belton a beautiful mountain road has been constructed down the river to Kalispell, a well built city in the fertile Flathead valley. West of Kalispell lies a highway which vies



in scenic importance with any road in the northwest. For a considerable part of the distance between Kalispell and Libby the road occupied an abandoned railroad grade, cutting deep into virgin forests and skirting the shores of beautiful mountain lakes.

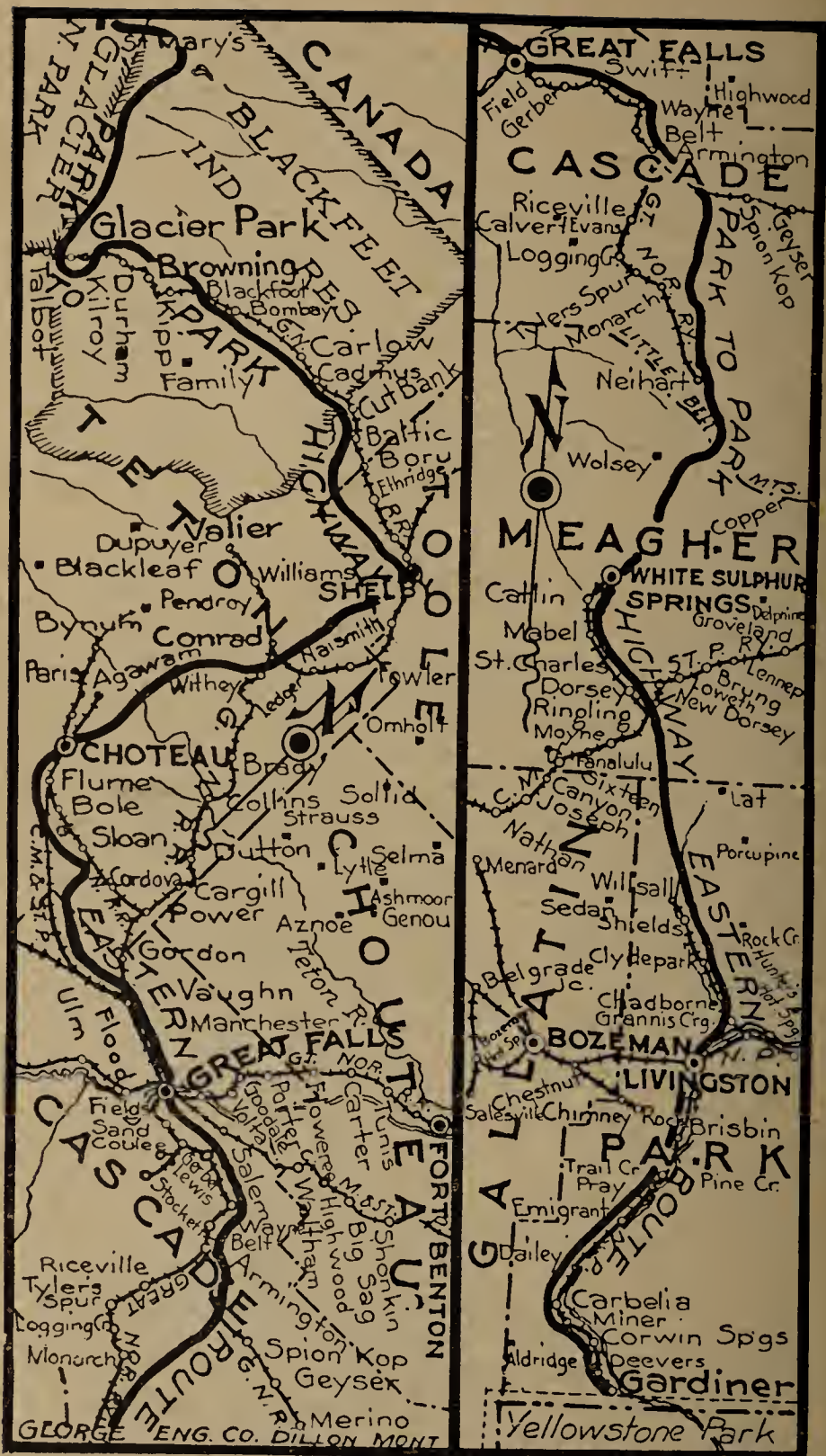
At Libby the highway reaches the broad Kootenai river, down which it follows to the western border of the state. Just below Libby are the well known Falls of the Kootenai and between Libby and Troy the highway has been cut from the solid rock which forms the canyon of the river. In no section of the state has higher engineering skill and greater care been expended in highway construction.

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### MONTANA MOTOR VEHICLE LAW.

Under the law enacted by the Montana Legislative Assembly in 1917, the secretary of state, Chas. T. Stewart, is made the registrar of motor vehicles and he issues all licenses to owners, dealers and chauffeurs. The license fee is \$5 for motor vehicles, other than motor trucks, having a rated engine capacity not exceeding 23 horse power, \$10 for those having over 23 and not exceeding 50 horse power, and \$15 for those having in excess of 50 horse power. The law also provides for the licensing of chauffeurs, the fee being \$2.

Non-resident owners of motor cars, temporarily sojourning in Montana, are not required to obtain licenses in this state, nor to register their cars. A non-resident chauffeur, registered and licensed under the provisions of the law of a foreign country, state, territory or federal district, is exempt from the license requirement in this state, provided, that he wears the badge assigned at his place of residence, and provided also that his place of residence extends to residents of Montana sojourning in his state the exemptions and privileges granted him by the laws of this state.



## PARK TO PARK HIGHWAY.

### (Eastern Route)

#### TABLE OF DISTANCES.

	Miles
Mammoth Hot Springs to Gardiner .....	5
Gardiner to Livingston .....	54
Livingston to White Sulphur Springs .....	85
White Sulphur Springs to Neihart .....	45
Neihart to Great Falls .....	64
Great Falls to Choteau .....	60
Choteau to Shelby .....	58
Shelby to Browning .....	64
Browning to Glacier Park .....	14

Running north and south through the state and connecting Yellowstone National Park, the largest of all the nation's playgrounds, with Glacier National Park, the scenic spot of America, are three magnificent automobile highways, offering to the tourist a wide range of choice in scenery and distances.

The most direct of these Park to Park highways is what is known as the eastern route, which runs in an almost straight line from Mammoth Hot Springs in Yellowstone National Park to Glacier Park. This road was built through the combined efforts of the state, the national forest service and the counties and cities through which it passes. This route offers a wide range of scenery and gives to the tourist a comprehensive idea of the rapid transition of Montana from a stock-growing to an agricultural region.

Leaving Mammoth Hot Springs, the administration headquarters of Yellowstone National Park, the route runs through Gardiner, the official northern entrance to the park, and down the canyon of the turbulent Yellowstone river. Between Gardiner and Livingston are passed some of the historic spots of the state, including the mouth of Emigrant gulch, which was the scene of one of the large early day placer mining camps.

Chico and Corwin Hot Springs offer convenient and restful stopping places.



Livingston, "the Gateway to the Park", is a thriving progressive city, with ample hotel accommodations, modern in every respect. It is an important railway point, division headquarters on the Northern Pacific and large machine shops being located here.

The route runs northward from Livingston, up the famous Shields River Valley, one of the most fertile and best developed farming regions in the northwest. Continuing northward it crosses the divide at an easy grade and enters the watershed of the Smith river. The Chicago, Milwaukee & St. Paul railway, which operates exclusively electrically-driven trains in this section, is crossed at Ringling, a junction point, from which the route follows the Smith River northward to White Sulphur Springs.

White Sulphur Springs, the county seat of Meagher county, is one of the older towns of the state. Before the advent of the railroad it was an important stage station, and the center of a great wool-growing area. Wool-growing is still a very important industry in this locality although many flockmasters have been succeeded by farmers, and some of the larger stock ranches are now being cut up into farms. The history of White Sulphur Springs, however, dates back far beyond the arrival of the white man. In the days of Indian supremacy the country around the highly mineralized sulphur springs, from which the town took its name, was known as neutral ground to the Indian warriors of rival tribes, who came to these springs to be healed of the wounds of battle. Although some use has been made of the springs, known to contain properties of highly curative value, the importance of the place has been minimized on account of the lack of adequate modern hotel facilities. This condition, however, promises soon to be remedied, as a company has been recently formed with ample resources to carry out its announced inten-



tion of erecting a modern, fire-proof resort hotel at White Sulphur Springs and making this point the most important stop-over on the eastern park to park route.

Shortly after leaving White Sulphur Springs the route enters the Jefferson National Forest, through which the forest service has built a permanent mountain highway. Halfway to Great Falls, Neihart, once one of the greatest silver mining camps in America, and today being rapidly developed as a zinc producer, is passed.

Great Falls is the second largest city in the state and is growing very rapidly. It is the wholesale center for the vast farming regions of Northern Montana, and in addition is a most important manufacturing point. Here are located the largest hydro-electric plants in the northwest, the falls of the Missouri, from which the city takes its name, being harnessed by three gigantic dams, from which electricity is sent to the mines in Butte, to the Milwaukee railway.

Crossing the Missouri river at Great Falls the road continues north to the Sun River crossing, which was an important stage point in the days when Montana was connected with the outside world by steamboat lines which terminated at Fort Benton, and which is now in the heart of a rich farming region. Northward the road runs through Choteau, one of the old "cow towns" of the state, now modernized beyond recognition, across the Valier reclamation project, famous for its big yields and northward on to Shelby, an important railway junction point, and also the junction of the St. Paul and Glacier Park Highway (the Red Trail) with the eastern Park to Park route. From Shelby the road turns westward through Cutbank, and across the Blackfeet reservation. Browning, the administrative and trading point for the reservation, is an interesting place for eastern tourists.



## PARK TO PARK HIGHWAY. (Central Route)

TABLE OF DISTANCES.

	Miles
Glacier Park to Shelby .....	78
Shelby to Great Falls .....	110
Great Falls to Helena .....	114
Helena to Boulder .....	38
Boulder to Butte .....	32
Butte to Dillon .....	70
Dillon to Monida .....	70
Monida to Yellowstone .....	88
Butte to Three Forks .....	78
Three Forks to Bozeman .....	34
Bozeman to Livingston .....	23
Livingston to Mammoth Hot Springs .....	59

The central route of the Park to Park highway is a combination of both the eastern and western routes, together with a scenic mountain highway, cutting through the western central part of the state and touching at the more important industrial centers and historical spots of Montana.

From Glacier Park to Great Falls the route is the same as that of the eastern Park to Park highway. From Great Falls the route turns toward the west and follows up the Missouri river and the little Prickly Pear canyon to Helena. Near Wolf Creek is passed the Holter dam across the Missouri river, now in process of construction.

Around Helena, the state capital, are many points of interest to the tourist. The capitol, constructed at a cost of \$1,100,000 out of native granite and sandstone, attracts many visitors, as does St. Helena cathedral, upon which has been placed what is said to be the finest set of chimes west of the Mississippi river. Four miles out of the city is the Broadwater natorium and hotel, the former being the largest enclosed natural hot water swimming pool in the world. To the west and easily accessible is the Marysville mining district, one of the largest gold producing camps ever discovered, while almost within the city limits is the Scratch Gravel district, which has just recently been opened. East of Helena good



roads run to Hauserlake and Canyon Ferry, where large lakes of great scenic beauty have been formed by the damming of the Missouri river for power development. At East Helena is located the large silver-lead smelter of the American Smelting & Refining company.

From Helena the route leads southeast up the canyon of the Prickly Pear, passing the worked out gold diggings near Montana City, and by Alhambra Hot Springs, a popular health and pleasure resort. Another divide is crossed and the tourist drops over the mountains into the Upper Boulder valley. A short distance beyond the town of Boulder, which is the county seat of Jefferson county is Boulder Hot Springs, where a large and commodious hotel has been erected for the entertainment of guests. From Boulder the route continues by an easy grade up the Boulder river to near its source close to the top of the Rocky Mountains.

At Woodville the route crosses the continental divide, and a few yards further on gives the tourist his first view of the world-famous Butte hill, a little hill nestling in a sheltered semi-amphitheatre formed by the sharp curve in the crest of the Rock Mountains. Butte Hill, embracing but a few hundred acres, has produced more mineral wealth than any other district in the world, and now yields more than a fifth of the world's annual production of copper. From the Butte Hill, already more than a billion dollars worth of copper and almost a third of a billion dollars worth of silver have been taken and mining men say that the "camp" is just being opened.

Butte, the metropolis of Montana, is built on the side of the rich hill which gives it its name, the newer residence section stretching far out into the flats below the older portions of the city. Despite the fact that Butte is the "greatest mining camp on



earth," it is, in addition, a thoroughly modern city, with extensive manufacturing and mercantile interests. It is the most important railway center in the state, and as such is a natural distributing point.

From Butte the tourist is given a choice of two routes, one running through Three Forks, Bozeman and Livingston to Gardiner, the northern entrance to the Yellowstone National Park, and the other through Dillon and Monida to Yellowstone, the western entrance to the park. Both routes offer the advantage of good roads and much mountain scenery.

The route to Gardiner takes one by the three forks of the Missouri, where a monument has been erected to Sacajawea, the Indian woman who guided the exploration expedition of Lewis and Clarke across the Rocky Mountains. From Three Forks the route runs through the famous Gallatin Valley, the oldest and best developed agricultural section in Montana. At Bozeman, the county seat of Gallatin county and the metropolis of the Gallatin Valley, is located the state college of agriculture and mechanic arts. Here, also, are great flouring mills and in almost any direction from the city may be found magnificent mountain scenery and fine fishing.

From Bozeman the route crosses the Gallatin range and drops down into Livingston, the northern gateway to the park. From Livingston, the tourist travels up the Yellowstone river to Gardiner, where an imposing stone arch marks the official entrance into "Wonderland."

The westerly route from Butte follows the Butte-Salt Lake-Los Angeles highway southward from Butte through Dillon, where is located the state normal college, to Monida, and thence runs eastward to Yellowstone, on the western border of the park.



## PARK TO PARK HIGHWAY.

### (Western Scenic Park to Park Highway)

TABLE OF DISTANCES.

	Miles
Belton to Kalispell .....	29
Kalispell to Polson, (east side of lake) .....	62
Kalispell to Polson, (west side of lake) .....	67
Polson to St. Ignatius .....	30
St. Ignatius to Missoula .....	43
Missoula to Hamilton .....	50
Hamilton to Wisdom .....	80
Wisdom to Dillon .....	65
Dillon to Monida .....	70
Monida to Salt Lake .....	270
Monida to Yellowstone .....	88

The western route of the Park to Park Highway begins at Belton, the western entrance to the Glacier National Park, and the location of some beautiful Swiss chalets which have been built for the accommodation of tourists. Leaving the Alpine mountains which furnish one of the great attractions to the park, the route follows the "red trail" down the Flathead river to Kalispell, a fine little modern city, which offers every convenience to the tourist.

From Kalispell to Polson, two routes are offered around Flathead Lake, the largest body of fresh water west of the Great Lakes. To the west of the lake the road runs through a well developed farming and fruit growing section, passing through a number of small towns which serve as supply points for their respective districts. To the east of the lake runs the state highway, recently constructed by prison labor and regarded as one of the best pieces of road work in the northwest, much of the road being cut out of solid rock along the shores of the lake.

At the foot of Flathead Lake lies Polson, "the Chicago of the Northwest," which is both headquarters for the lake traffic and distributing center for the great farming region embraced in the recently opened Flathead Indian reservation.



Southward from Polson the route runs across the former reservation, upon which great progress has been made in recent years. The Indians of the tribe have been given their allotments and many of them have begun farming in a modern way or have leased their holdings to white farmers. Giant reclamation works have been constructed by the federal government and the beautiful valley is rapidly becoming one of the most productive sections in the state. Among Montana people no day's drive in the state is regarded as more enjoyable than this "trip across the reservation." Fine roads stretch through this fertile valley, while to the east, apparently but a stone's throw away, the inspiring Mission range lifts its snowclad peaks to the sky. Near the southern border of the reservation is St. Ignatius Mission, the first permanent seat of civilization in the state, still maintained by a religious order for the education of the Indians. The Mission, with its sweet-toned bell and old-world vineyards and its air of quiet harmony, gives a singular feeling of awe and reverence to one accustomed to the activity and bustle of the rapidly growing west.

Miles eastward from the Mission a magnificent stream of water can be seen gushing thousands of feet from apparently the topmost ridge of the Mission range. So startling is this unusual sight that the casual observer imagines until told differently that the white streak down the mountain side is a long drift of perpetual snow until it is explained that it is a living stream fed by the deep banks of snow which lie beyond the sharp mountain ridge of the horizon.

Just south of the Mission is passed the national bison range, a large tract of land which has been set aside as a place of refuge for the only remaining wild herd of bison, the great animals which once thronged the

western plains and were numbered by the hundreds of thousands.

Southeast, through pine-clad mountains and beside sparkling streams, the route runs to Missoula, "the Garden City of Montana," and the seat of the State University. Missoula is one of the finest residential cities in the entire northwest and is rapidly growing in commercial importance. It is beautifully located and is exceedingly popular with cross-country autoists.

From Missoula to Hamilton is a magnificent drive up the famous Bitterroot Valley, "the home of the McIntosh Red" apple. The Bitterroot is one of the oldest and best developed farming sections of the state and is famous the world over for its horticultural products. At Hamilton is located the once widely known Bitterroot Stock Farm, upon which the late Marcus Daly, the copper king, bred race horses which carried his colors to repeated victories on all the famous tracks of the world.

From Hamilton the route extends southward up the Bitterroot river, and turns eastward to cross the continental divide at Gibbon's pass and by the battlefield of the Big Hole, the scene of the last of the sanguinary conflicts with the red men which marked the conquest of the northwest. Continuing down the north fork of the Big Hole river, the road enters the Big Hole basin, for many years noted for its great hay production and now the center of the cattle-feeding industry in Montana. From Wisdom, in the heart of the basin, the road extends to Dillon, the county seat of Beaverhead county and the location of the state normal college. Almost all the way from Hamilton to Dillon this route passes through forest scenery of extraordinary beauty. Care should be exercised, however, in ascertaining if the route is open before the trip is attempted, as deep snow

ofttimes remains in the high passes until late in the summer.

From Dillon the route runs to Monida, where connection is made with the auto road to Salt Lake and Los Angeles. From Monida to Yellowstone is but a short run, and at Yellowstone the traveler is at the western entrance of the Yellowstone park, "the wonderland of the world".

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## **PENALTIES FOR VIOLATION AUTO LAW.**

Violations of any of the provisions of the Montana motor vehicle law are punishable by a fine not exceeding \$100. Subsequent convictions of a registered chauffeur may be punished by the suspension of the right to operate a motor vehicle as a registered and licensed chauffeur for a period not more than six months.

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## **MUST NOT REMOVE DISTINGUISHING MARKS.**

The Montana motor law provides that any person who shall "knowingly buy, sell, receive, dispose of or conceal or have in his possession any automobile motor car, or motor vehicle from which the manufacturers serial number or any other distinguishing number or identification mark has been removed, defaced, covered, altered or destroyed, for the purpose of concealment or misrepresenting the identity of said motor car or motor vehicle," shall be punished by a fine of not more than \$200 or imprisonment for not more than six months, or both the fine and imprisonment.





#### MONTANA'S MOUNTAIN ROADS IN GAME COUNTRY

Automobile tourists whether from out of the state or within it will find that Montana's streams and lakes afford the best of fishing and doubtless there are many who will avail themselves of the opportunity to angle while traveling along the splendid highways. Fine trout streams are to be found everywhere and those who camp out will find their leisure moments most enjoyably spent in whipping the streams.

Hunting, too, is of the best, but the season for big and feathered game, except in the case of predatory animals such as bear, wolves, coyotes and mountain lions, begins in the fall. Many tourists are accustomed to return from the coast enroute east about the time the hunting season opens and they will likely avail themselves of the chance to go afield for a period with shotgun or rifle.

## Open Season for Game.

Elk, limit, one each season, October 1st to December 15th. There is one exception—one additional elk may be killed in Gallatin and Park counties when the hunter is in possession of a special elk license, the cost of which is \$25.

Deer limit, one each season, October 1st to December 1st. Deer may be killed in all counties except in Yellowstone, Rosebud, Custer, Richland and Dawson.

Grouse, prairie chicken, fool hen, pheasant, partridge, sage hen—limit total five birds per day. September 15th to October 1st.

Wild ducks limit per day twenty birds, September 15th to December 1st. The same limit and season applies to wild geese and brant.

Fish may be caught at all times with hook, line and pole. The limit of catch is 25 pounds a day and no one may have in possession at any time, in excess of 25 pounds, nor more than ten fish of less than six inches in length.

It is unlawful to kill at any time, moose, bison, buffalo, caribou, antelope, Rocky Mountain sheep, Rocky Mountain goats, quail, Chinese or Hungarian pheasants, turtle doves, meadow larks or any small birds of the singing variety.



A HUNTER'S CABIN





DEER ARE PLENTIFUL IN MONTANA

### **Prices of Licenses.**

Resident licenses, hunting and fishing, \$1.50.

Non-resident licenses, fishing and small and hunting and fishing, \$50.

Non-resident licenses, fishing and small and feathered game hunting, \$15.

Non-resident fishing licenses, \$3.

Non-resident licenses must be procured from the state game warden, or his deputies, with the exception of fishing licenses, which may be obtained from a justice of the peace.

### **Game Preserves.**

It is unlawful for any person to hunt or pursue any game animals or birds within the limits of the following eleven game preserves: The Gallatin preserve in Park, Gallatin and Madison counties adjoining Yellowstone Park; the Snow Creek preserve in Dawson county; the Pryor preserve in Carbon county; the Sun River preserve in the northern part of Lewis and Clark county; Flathead Lake bird preserve in Flathead Lake; University of Montana biological preserve on the east shore of Flathead Lake; Twin Buttes preserve in Lewis & Clark county; South Moccasin Mountain preserve in Fergus county; Snowy Mountain preserve in Fergus county; Highwood National forest preserve in Cascade county; Powder River Game preserve in Custer county.



## Spend Your Vacation in Montana

"Montana makes a peculiar appeal to all classes of people at the time when the lengthening and drowsy days of summer send forth their irresistible call for outdoors. Its mountains beckon the world-weary to come forth and renew life at Nature's own springs; its placid lakes and deep forests offer inviting retreat to those who would get away from the worries and cares of routine existence and seek primitive comfort and health-giving relaxation amid unusual scenes. With its magnificent scenery, its great altitudes and cool summer evenings, and its wealth of game and fish and wild fowl, Montana is indeed the ideal vacation-land."

### **MONTANA HAS:**

**Good Roads for Tourists.**

**Two Great National Parks.**

**Magnificent Mountain Scenery.**

**Excellent Fishing and Hunting.**



PROCEEDS OF TWO HOURS' PLAY

## Scenic Points in Montana

While tourists generally are better acquainted with the two great national parks, Glacier and Yellowstone, nevertheless there are points of equal interest to the motorist in Montana.

Flathead Lake, the largest fresh water lake in the union aside from the Great Lakes, is rapidly becoming a resort for summer colonies. The numerous islands are the location of summer homes and there is soon to be constructed a half million dollar hotel near Wild Horse Island. The lake is easily reached from Kalispell.

The Kootenai River country through Lincoln county attracts many summer visitors and vacationists who enjoy the great forests and the fishing. The Blackfoot country in northern Powell county, the glaciers and mountains of Carbon county, the famous scenery of the Gallatin and the Lewis and Clark cavern in Jefferson county which is under the jurisdiction of the secretary of the interior, are points of interest. The various chambers in the cavern as far as explored extend for a distance of 700 feet horizontally and 350 feet vertically, but there are many openings and passages which have never been explored. These are only a few of the many scenic regions which attract the lover of out-of-doors.



